

FLOUR and FLOWERS OF SULPHUR

Whale-Oil Soap and other Insecticides *For Sale by*
E. O. PAINTER FERTILIZER CO., Jacksonville, Fla.

Miami, Florida.

A correspondent of the Inland Farmer has moved, and writes an account of it as follows:

We have moved from Melrose to Miami since I wrote you last, and if you have ever moved, just once even, you must know I have a good excuse for not writing. We moved Christmas week and I was so tired it took about a month to get rested. Now I have a cold which is as bad as the grippe, but since Miami folks say they do not have the grippe, I will have to call it a cold. I have felt so badly it is hard to tell yet how we like it here. My husband had a good business offer, and as most of my relatives are here, we decided to accept.

It is a beautiful country—a live city on Biscayne Bay, away down in extreme South Florida. The place is practically below the frost line—summer all the time. The vegetable growers are now shipping tomatoes, eggplant, peppers, beans, etc., and of course we have plenty of fresh vegetables to eat. The way things grow here is perfectly wonderful. My brother's place, (we live with him till we can build), has well-grown fruit trees peculiar to the country. There are now ripe guavas, limes, oranges, and sapodillas. The sapodilla tree is beautiful and the fruit looks something like a flat, green orange, but it is very sweet and mealy with seeds like a persimmon. The Avocado pears are just blooming. The tree grows much like a magnolia and the fruit is the best that grows, so most people here say. We have fish in abundance. Brother Eric went fishing Wednesday and caught sixty "sailor's choice," which is the name for a fish much like a perch.

One objection to this section is the hard lime water, but one learns to use it after a while. We get distilled water and ice it to drink, and plenty of pearline makes it soft for washing. The lime does not injure clothes but rather bleaches them, and altogether, in spite of the hard water, women folks have the whitest clothes I ever saw. Being summer all the year, we wear white all the time.

But one thing I shall miss will be the peaches that grew at Melrose. I want to go back this summer to our place and can them to ship down here. It will be impossible though, for me to go every summer. I wish that any of our club readers who want a nice home in Florida would write me. We would sell our Melrose place, only because it is too far away from us to be profitable for us to keep it. One of the wonders of Florida to me is the people who come to spend the winter. There are so many of them and they seem to enjoy it so much. But I must stop now and tell you more of Miami next time.

Our Government's Finances.

Whenever any of our congressmen, who are opposed to a parcels post, are questioned as to the reason for their position, they begin to talk about the great deficiency in the postoffice department.

Did you ever hear any one, except a congressman make any complaint

about the expense of the postal business? It is a terrible bugbear to them, when they want to make a point against the parcels post. They never have anything to say about the shortage in other branches of the government service.

Farm and Ranch has been gathering some statistics and gives them as follows:

The chief sources of income and outgo for Uncle Sam's treasury is graphically shown in a recent issue of Collier's Weekly. The facts are interesting and important. The items of greatest expense are for Civil Establishments, Postal Service and Pensions. The president and his cabinet together with the Federal Courts are included in Civil Establishment. Our chief sources of income are the Customs, Internal Revenue and Postal. By Customs is meant the precious tariff on which our friends of the Dingley proclivities are always either tinkering or "standing pat." We show a table of our last year's chief items of business.

Income.	
Customs	\$261,274,564
Internal Revenue	\$ 232,904,119
Postal Service	143,582,624
Other Incomes	46,452,854

Outgo.	
Civil Establishment.....	\$180,264,172
Postal Service	150,085,155
Pensions	142,559,166
Navy	102,956,101
Army	92,489,354
Interest on Public Debt...	24,646,489
Rivers and Harbors.....	22,546,055
Indians	10,438,350

There was a deficit of some 40 millions last year, but Uncle Sam does not worry over a few nickles out of his pocket. His yearly income is about 540 million dollars.

But hear our wise congressmen prate about how "the Postal Department is running behind every year on account of free rural delivery and—free rural delivery and—free—" Bosh! See the figures. A postal deficit of only six millions out of a total deficit of more than 40 millions. Every congressman with sense enough to build a "political fence" in his district knows that this deficit can be easily cured in one year. By making fair contracts with the railroad companies for hauling the mail cars it can be done. Better than this, enough money may be saved to organize and operate a parcels post on an eight cent per pound basis.

"What do we know about it personally?" We know that practically every postmaster in this country is inspired from some source to assist the railroads in placing the highest possible figure on the mail weighed just when contracts are to be let. This heavy volume of business per day then forms the basis on which tonnage for a year is estimated and the government's mail contracts are closed. We have seen some of this.

"The case is well known of a Western congressman who, in the weighing season of the railroad that elected him, used to frank 50,000 copies of his speeches to St. Louis one day and back to his home the next. The railroad companies own the postal cars and the express cars. They charge

the government from twice to four times as much for hauling a postal car as they charge the express companies for hauling an express car the same distance, and express cars are usually the heavier," says Mr. Russell in Everybody's Magazine.

The figures are sure to come out. When they do and have been digested by the American public they will begot either a parcels post system or government ownership of all transportation in this country. The pendulum will swing far back. It is swinging.

Problems of Stock Farming.

A regular contributor, to the Progressive Farmer, gives directions for dehorning cattle without any special tools, also for making 200 pound hogs at six months of age. His argument for feeding steers for market is conclusive.

A correspondent writes the editor, criticizing a recent article of mine on the feeding of steers for profit, saying in substance that the article in question might as well not have been written as the small profit shown in cash per steer (\$2.08 per head at \$5.50 per hundred pounds at home) would tend to discourage the steer feeder, and that he can get only 3 1-2 to 4 cents for his steers.

Well, this last is just simply a question of where he markets his steers. If he had a pair of fine draft horses for which his home market would pay \$150 each would it be any argument against the horse-breeding business if he should sell at this price and fail to make a profit in the growing of the animals, when by shipping to a good city market the same grade of horses would sell at \$250 each (the freight on them amounting to some \$10 per head), and at the latter price the transaction showing a good profit?

The Money in Steer Feeding.—Now, let's see who is right in this matter. The sort of steers we described have been selling in Chicago, Pittsburg, and several other good markets for the past four months at \$5.50 to \$6.15 per hundred. The freight on cattle from the writer's home to Chicago is \$141 per car of 24,000 pounds. About twenty-five head of baby steers make a carload, costing \$5.25 per head for freight, or about fifty-one cents per hundred pounds. Deducting this amount from the selling price (\$6.15) leaves us \$5.64 net at home. From this must be deducted the switching and commission charge of \$12.50 per car, or about 5 1-4 cents per hundred, making our steers net us \$5.58 cents per hundred clear.

We will notice that the price named in the article mentioned was all right and we had 8 cents per hundred to the good. We must simply grow them in carload lots and take them to the market where they will bring their value.

The 200-Pound Pigs at Six Months.—The same correspondent takes issue with me as to the weight a pig will make at six months of age—200 pounds gross. I will say that the figures given in this article to which he refers were taken direct from my farm book and are evidently correct; and, further, we have shoats

(gilts) (farrowed in August, 1905, that will weigh right at 180 lbs. now and they haven't been pushed at all, as we are growing them for breeders and don't wish them to become too fleshy.

An Important Hog Fact.—We wish to call attention to one very important factor in the cheap production of pork. It is this: that our hogs are never confined in a pen of any description and during the growing season have the run of a first-class pasture every day. In growing pigs that made a weight of 200 pounds net at six months of age we never thought we were doing anything very remarkable. If the gentleman will visit the Chicago stock yards any day he will see from twenty to forty cars of six to seven months' pigs that will average right at the above weight.

You Get One Profit.—Another thought in regard to steer profit: What right has the feeder to expect any profit on his operations if the steer pays the market price for the hay and grain consumed? It certainly costs no more to sell farm products to the steers than to deliver the same products on the market as raw material. And would you feel justified in asking your hay wagon to pay you another profit on your hay simply because you are making the said wagon the medium through which you deliver the product to the consumer? Think this over and see if you have been honest with the poor old black steer.

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A correspondent—R. N. S., of Hertford Co., N. C.—wishes to know something concerning the dehorning of calves and aged cattle. Has been troubled by those he has operated upon failing to heal properly.

The writer has dehorned hundreds of aged animals and has seen thousands of them operated upon, and never knew of but one case that did not turn out successfully; in this case the operation was improperly performed.

Dehorn When There Are No Flies.—The proper time for dehorning is during the late fall, winter (during mild spells of weather) and early spring when the flies are not troublesome. The operation is very simple for the operator. When we have but a few head to dehorn, we prefer to throw the animals, as they can be held more securely in this way than while standing. Select a soft spot on which to throw them, so as not to injure them.

How to Throw a Cow.—To throw an animal of the cow kind we take four good, strong hame straps, slip a two-inch ring onto each of them, then buckle one of them around each of the animal's legs, below the fetlock. Now take two pieces of strong, half-inch rope, about fifteen feet long, tie one of the ropes to the ring on each front leg. Pass them back through the rings on the hind legs, then through the rings on the front legs. Have a man to hold the animal by the head and one to hold each of the ropes. Let the attendant step the animal ahead and at the same instant both men pull back on the ropes. The animal will drop down on its knees when it can be rolled on to its side and the legs securely tied.

Then you are ready for business. How to dehorn.—Have a bucket of